

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping.

Steamers.

FOR YOKOHAMA AND KOBE.

The Steamship
Frigga,
Captain F. NAGEL, will
be despatched for the abo-
ve Ports TO-MORROW, the 28th Inst
at 10 a.m.

For Freight or Passage, apply to
STEMSSEN & Co.,
Agents.

Hongkong, April 27, 1891.

DOUGLASS STEAMSHIP COMPANY.
LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship
Italian,
Captain Assaron, for the
above Ports TO-MORROW, the 28th Instant,
Noon, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLASS LARAIR & Co.,
General Managers.

Hongkong, April 27, 1891.

S, April 27, 1891. 85

SINGAPORE HAYRE AN

(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL and BREMEN.)

The Steamship
"Glenage"
Capt. J. BEHNNS, will
be despatched for the
above Ports on WEDNESDAY, the 20
Inst. at 10

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents,
Hongkong, April 22, 1891.

STEAM TO STRAITS AND BOMBAY
(calling at COLOMBO if sufficient
inducement offers.)

The P. & O. S. N. Co.
Steamship
"Glenage",
Capt. J. F. JERSEY, will
leave for the above places on WEDNE-


29th Instant, at N
E. L. W.C.

Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 23, 1891. 8

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Achilles,
Captain DAY, will
be despatched as above
WEDNESDAY, the 29th Instant.
For Freight or Passage, apply to
RUTTERFIELD & SWIRE,
Agents.
Hongkong, April 23, 1891. 8

SAKI AND KOI

(Passing through the INLAND SEA.)

 Th P. & O. S. N. Co.
 Steamship
Ancona,
 Captain W. D. MORDEN
 will leave for the above places on SATUR-
 DAY, the 2nd May, at Daylight.
 E. L. WOODIN,
 Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, April 23, 1891.

NAVIGAZIONE GENERALE
 ITALIANA
 (SOCIETÀ DI ROTAZIONE STEAM COMPANIES)
 STEAM FOR
 SINGAPORE, PENANG & BOMBAY
 Having connection with Company's Mail
 Steamers to ADEN, BUEZ, PORT SAID,
 MESSINA, NAPLES, (LEGHORN)
 and GENOA. (For further particulars apply to)
 ADRIATIC, LEVANTINE and SOUTH AFRICAN
 C&P Ports, up to CALICAO. Taking Cargo
 at through rates to PERSIAN GULF
 and BAGDAD.
 The Co.'s Steamship
Bormida,
 will leave for the above places on SATUR-
 DAY, the 2nd May, at Daylight.

be despatched
the 5th May

At BOMBAY the Steamers are discharged
in VICTORIA DOCK.
For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, April 20, 1881.

CHINA-NAVIGATION COMPANY,
LIMITED.

**FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE**

The Co.'s Steamship
Chingta,
A. HORN, Commanded
will be dispatched
above on **TUESDAY, the 5th May.**
The attention of Passengers is directed
to the Passage accommodation offered
this Steamer. First-class Saloon and Cabin
are situated forward of the Engine
Second-class Passengers are berthed in the
Poop. A Refrigerating Chamber ensures
the supply of Fresh Provisions during the
entire voyage. A duly qualified Surgeon
carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 23, 1881.

Sailing Vessels.

FOR SAN FRANCISCO.
The S's *L.L.I. Amer. Bark*
St James,

BORNEHAM, Mast
here for the abo

will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, April 21, 1891.

The fare at the Chinese theatres in

description of late. At the Tung Hing the other night some of the audience were so little interested that they felt the pick.

parade. One instance of this formed the subject of a case before Mr. Wise to-day. The attempted pocket-picking occurred on the stage, to which a number of the audience had presumably ascended to see what was the matter with the actors. In the Koshing things were no ~~plainer~~ playgoer who had indulged in the luxury of a box, became so exasperated that he wanted to throw portions of the furniture at the leading actor, and was 'had up' to-day for

THE Choral Society gave their third per-

trabandista: on Saturday evening. From one cause and another the audience was not so large as on either of the two preceding performances. Those who attended, however, were fortunate in enjoying an entertainment superior in most respects to what was given on the former occasions, and one in which a very fair measure of justice was done to the opera, such as it is. The principals one and all

life and spirit, and the piece as a whole went as smoothly and agreeably as one could expect it to go. Most of the solos were received

frequent. Mrs. Gordon as *Inez* and Miss Lammert as *Rita* both appeared to have benefited from increased familiarity with their work, and won a very large share of the by no means niggardly applause. Mr. Lightwood as *Mr. Grigg* had evidently made up his mind to make the very most of his part, and he certainly succeeds

deserved the cordial approbation with which it was rewarded. Mr Holliday as Sancho was again highly successful—more so, if possible

fairly satisfactory performance. Mr Lammert's excellent singing as *Vaqueiro* earned specially cordial recognition, which it well merited. Mr E. J. Boards acquitted himself with credit as the *Sergeant*. The 'Cachucha' was again a highly popular item in the entertainment. It was danced by Mesdames Groundwater, Humphreys,

move and Miss Stann, and Messrs Bourne, Caldwell, Maitland, and Middleton. The orchestra, under Mr Orange's leadership, gave a good account of the work which fell

The powerful attractions which Kowloon

consisting of tantan, po-taz and other kindred games of chance, appear to have been very considerably strengthened re-

decapitation of Chinese criminals is no more improving or edifying as a spectacle than po-tsz is as a form of recreation, but this combination of gambling and gore is sufficient to cause a large influx of Hongkong visitors. Therefore the persons interested in the undoubtedly large profits to be derived from the gaming tables have very

effort to avail themselves of the combination as frequently as possible. This is no doubt the explanation of the fact that

seen so industriously spread in the colony during the past few weeks. On Saturday last perhaps the largest crowd of visitors from this side of the water that the ungalvanized, uninteresting Chinese city has ever seen, went over to witness the decapitation of six men, and the slaughter of a woman by the horrible process of ling-chi. The kind of curiosity which the prospect of such ghastly and sickening spectacles as this begets is certainly not a thing to be proud of. If it could not be altogether pardoned when found among the lower orders of Chinese, its flourishing in such souls would hardly afford cause for surprise. But the crowd who soliloquized the gambling dens and the execution ground at Kowloon city on Saturday afternoon, and who sat at

lower order of Chinese. They included a good many Europeans. There were even some white women among them. That the executions did not take place at

even yesterday, when another expectant company of Monggholites made an excursion to the same place, is not a matter for regret. It would hardly be surprising if a good many of those who went to witness what was expected to happen were rather ashamed to see each other there on such an errand. Possibly there were some who merely went to see the

hoped that this is true of the women at least; for however objectionable it may be in a woman to indulge in pot-ter, one would be inclined to

term in regard to one who would look on throughout the dread punishment of the ling-chi till the last but only merciful strokes of the executioner drove life out of the mangled and shuddering body. The gambling-house proprietors here certainly show a keen eye to business in using the executions as a bait to attract people to

can be servicable for long, even with the Chinese, particularly as it is found that after all it is more often deceptivc than real.

This micrograph shows a cross-section of a polymer matrix, which appears as a light gray, granular texture. In the center, there is a dark, irregular inclusion, possibly a void or a different phase of the material. The inclusion is roughly circular with some internal structure visible. The surrounding matrix is uniform in appearance.

The Registrar-General's return of births and deaths for the first quarter of the current year has been published. There were 50 births among the British and Foreign community and 350 among the Chinese. There were 50 deaths among the British and Foreign community and 1,291 among the Chinese. A little less than 500 deaths took place in hospitals and convalescent homes.

We regret to hear of the death of Captain J. P. Hoggins, of the Hoggins, Canton and Macao Steamship Company's steamer *Taiwan*, which occurred at 1.15 p.m. today in the Government Civil Hospital. Captain Hoggins had not been in robust health for some time and he was not an attack of acute pneumonia. A native of Louth, in Lincolnshire, he came to the Far East a score of years ago, and as he was one of the best known and most respected Captains on this coast the news of his death will be received with sorrow by a large circle of friends here. Captain Hoggins was also well known in Macao, and in Canton, and many residents there will be sorry to learn that their genial friend is no more. The funeral takes place to-morrow afternoon, leaving the Government Civil Hospital at 4.15 and passing the Obelisk at 6 o'clock. As Captain Hoggins was one of the oldest seamen in this part of the world, there will not doubt be a large turnout of the fraternity to pay him the last tribute of respect.

This concert given in the Garrison Theatre on Saturday evening on behalf of the widow of the late Mr. Ryan, military instructor to the police force, was largely attended, and the programme was gone through very successfully. Garrison Sergeant Major Meredith and the committee who assisted him in getting up the series of charity concerts of which this was the last, deserve great praise for the thoroughly practical and energetic way in which their task was accomplished, the more so as it had, for various reasons, to be done on very short notice. As regards the well-attended and very enjoyable concert given by local amateurs in the Theatre Royal on Friday evening, it is only fair to say that, although one of the series referred to, Mr. Meredith had the advantage of Mr. C. H. Grace's skill and experience in getting up the excellent programme that was submitted, and in directing affairs on the stage.

A Correspondent writes: "At 8.45 p.m. last (Sunday) night an unusually respectable bolide was observed rising from the hills on the mainland between the Kowloon Peninsula and Stonecutters Island, travelling swiftly towards the Wanchai Gap. As viewed from Kowloon it appeared to cross the South-west Corner of Tsim-tai-tai and as it neared Wanchai Gap divided into two, the fore part appearing to extinguish itself in the hill just below Wanchai Gap and the rear part remaining stationary and disappearing as a red glow of heat and ashes, falling on the hill side. The fireball was of the apparent size of the combined diameters of Venus and Jupiter, and its brilliancy, of a greenish light, equal to the light of the moon 5 days old. Its appearance lasted 5 seconds, and its nearness to the earth may be judged from the fact that its train of light and sparks still reached right across the harbour as it expired. At the time the light of the rising moon (which rose at 8.13 m.) was visible behind the hills; the summit of Mount Parker was covered with light cloud, but Victoria Peak and the sky above was clear. Immediately after the disappearance of the bolide, high, curved clouds (4 miles) appeared and moved gradually to the South East with a slight revolving motion from N. through E. to S.E. where it disappeared."

The Singapore Free Press of 21st inst. says: "The second transport of the Russian Volunteer Fleet arrived here yesterday afternoon on her way to Vladivostok. The S. S. *Peterburg* has 35 passengers and 603 convicts on board. The latter are intended for the work of Siberian railway construction. One of the convicts, a Russian, with a large couple, the other shows a curious combination of Renaissance manners and modernism, and the *Peterburg* carries on her after-deck a handsome built sailing cat measuring 48 ft by 12 ft in which His Imperial Highness the Czarowitch is to travel home to Siberia in the new line of railway. She left for her destination, after calling at 1 p.m. today."

The *Siam Gazette* says: "The Royal Water Works are at present supplying free gratis and for nothing, an ample supply of well-developed cholera bacilli to all who are unfortunate enough to be subscribers to the playing. It is now we hear to be entrusted to the management of the Public Works Department, as is also the Royal Gas Works, which supply some dozen lamps at the Palace. Every year during the hot season several thousand subjects of His Siamese Majesty are dispatched to a happier land, through foul drinking water. The Government, this year, have spent large sums in bringing water down the river for drinking purposes; but there is a change of the work evidently does not trouble themselves to go far up river, as there is no perceptible difference between the water brought down and that at our door. Both water and food are supplied to the only people who seem to be getting money at present, are the native doctors and Chinese carpenters. The latter are reaping a rich harvest by making coffins for Chinese, who are said to be dying off like flies. It is hoped that the long contemplated Works some 25 miles up the river has passed the stage of talk and that the Public Works Department will call in competent engineering advice as to whether it would not be much better to lay 15 miles of additional pipe and use the waters of the Mekong. If the intended Water Works are constructed between Ayutthaya and Bangkok, an epidemic of cholera in the former town would be the cause of inflicting Bangkok in a few days."

In the House of Commons on the 23rd ultimo, Sir J. P. Hoggins asked the Under-Secretary for Foreign Affairs whether Her Majesty's Government had received any communication from the Government of China respecting the recent annexation of a part of Burma, which part of Burma was tributary to the Empire of China. Sir J. P. Hoggins asked for notice of the question. Speaking of himself he was not aware of any recent communication on this subject.

The following items are from the *London and China Express* of 27th March:—

The following appointments have been made at the Admiralty:—W. M. Craig, M.B., to the *Scylla*; and H. E. L. Craig, to the *Hongkong* Hospital, undated.

The *London*, composite ship, which has arrived at Sheerness from the China station, underwent a full-power trial of her engines and boilers at the mouth of the Thames on the 25th. Considering the fact that she has been continuously employed abroad for seven years, the results of her trial were considered very satisfactory.

The *London*, which is refitting at Sheerness Dockyard at a cost of £12,000, was taken on the 26th inst. for an official full-power trial of her engines. The engines and boilers worked satisfactorily, but the main feed engine did not work as well as could be wished. Working at 103.1 revolutions per minute, the engines developed 1,261.6 horse-power, with a speed of 12.2 knots per hour. The trial was a success, and the *London* is expected to be ready for service in a few days.

Strong feeling is shown among all old Straits residents against the unjust demand for the military contribution. No steps will, however, be definitely taken pending the receipt of full advice from Singapore. This contention is not up to the mark, as the fact of the transfer is well understood. The Imperial Government should not be put to any expense on the score of military is too much to ask, it is to be said, as 'R' (whose initials will be easily recognized) points out, the circumstances are quite different, and these, we know, are quite different, and these, we know, are quite different. Meanwhile we hear that Hongkong hardly feels inclined to join the Straits in their protest, the reason presumably being that they have not been so heavily molested. But there is certainly no justice in the Straits paying £200,000, while Hongkong, a more important station, and possessed of a naval yard, pays £40,000. We do not think that Hongkong should be called on to pay anything less than the Straits, and the fact is one of the absurdities of the whole matter.

The unbusiness caused in France by reports as to piracy in Tong-King made the Government telegraph out to the Governor-General asking for further news. In reply, the Governor-General cables that since his last telegram reporting the situation he has not inspired any business, matters had further improved, and that the measures taken to quell the piracy had already produced results, and since the On-Boe affairs had been cleared up, the local police were working in concert in the Son-tai region to disperse the band of Doo Nui, which was responsible for the On-Boe affair. Mr. Edmands, the Under-Secretary for the Colonies, in an interview, said that the chief complaint against the Governor-General and others, who send to France dismal accounts of the situation, and have long urged the Government, in and out of season, to annex the Chinese outlet.

All descriptions of Fuhang securities are at present in the air, and a full account is being given by some of the companies. People at home were certainly too sanguine at first, and the allowance was not made for the fact that the companies were working in new countries, where only jagged, and there were no communications. These difficulties are gradually being surmounted, but they are not yet overcome. The Government is assisting as well as it can in improving the communications, and with better facilities a change will be given to show what can be done in the way of tin mining by Europeans. The result, we know, has not been successful, generally speaking, on the western side of the peninsula, but more, we hoped, will result from the efforts in Fuhang.

The Indo-China section of the French Colonial Council has recognized that the present Customs tariff in Indo-China is excessive and prejudicial to French interests, and that it should be reduced, and duties duties substituted for the present system. The section also proposed a reduction of the present sum that Cochinchina has to contribute to Tong-King. All who are conversant with the facts of the respective cases will be aware that these are wise decisions.

The United States Government has appealed to Lord Salisbury to urge the Dominion Government to adopt such measures as will prevent the Chinese from smuggling themselves across the border from Canada to the United States, thus evading the Restriction Act. Sir John Macdonald declares that he can do nothing.

Messrs. Enda and Bookman, the Berlin architects, have prepared two designs for the new Parliament House at Tokio. One of the designs is a simple, with a large couple; the other shows a curious combination of Renaissance manners and modernism, and the *Peterburg* carries on her after-deck a handsome built sailing cat measuring 48 ft by 12 ft in which His Imperial Highness the Czarowitch is to travel home to Siberia in the new line of railway. She left for her destination, after calling at 1 p.m. today.

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messy than of the present regime. If what we give below does not fairly represent His Excellency's views, he has himself to blame. The Governor then disclosed the object of the meeting. The last letter of the unofficial members, which we published on Saturday, had hit him very hard, and he was surprised, not to say indignant, that poor 'morale' like the unofficials should do a 'holocaust' him, the representative of Her Majesty, in such disrespectful terms. This 'remarkable' letter had caused him some surprise, and he was forced to believe the 'unofficial' members had signed it in a hurry and without much consideration. Perhaps being too busy to weigh well the words they had used. Having said this flattering compliment to the unofficials, His Excellency went on to say that he would give them a chance to reconsider their position and to withdraw the letter. Meanwhile he would briefly answer the points, beginning with the last paragraph. The unofficial members questioned whether the Acting Colonial Secretary was the proper channel of communication between the Governor and the unofficial members. The ordinary rule, he said, was to write through the Colonial Secretary, and he quoted a despatch with reference to this point, which had been raised by the Chief Justice. 'The Governor,' he said, 'has not allowed to correspond with the Governor direct. The Colonial Office held that the Colonial Secretary was the proper medium. This decision Governor Douglas approved, for by writing through the Colonial Secretary, the Governor had the advantage of the Colonial Secretary's judgment. As regards the delay in answering the letters and in holding a meeting, the matter under discussion was one which required great consideration and mature judgment. He had to gather facts, and for that was not only a labor but a judge. His work was onerous. Besides the legislative work, he had four or five hours administrative work every day, and with his feeble health he had difficulty in carrying out his work. If the unofficial members had had a small particle of consideration for him they would not have insisted that he delay answering their communication or in calling a meeting of Council without sufficient reason. He had thought of calling a meeting, but he had to consider whether he was present: or absent full opportunity of discussion would be given. His presence was of small consequence. If his statements were published, that was all that was material. The Hon. Member (Mr. Whitehead) had said that the Governor's statements would also be made public. He would like to know why it was unfortunate that he, the Governor, should be present at the last meeting. He thought, on the contrary, that it was rather fortunate. The subject of the Colony was started as a surprise. If he had been present his speech would probably have been a debating and not a judicial one. He would be inclined to modify the answer given to the unofficial members in the spirit of the moment, that the condition of the Colony had not changed since the last meeting, and that the Governor had no new information to give. The paragraph in their letter seemed to say that he deliberately absented himself from Council with the view of shirking his duty. This was not the case. He said that the Governor's visit which was made known only at one o'clock, and 2nd, his health. Before the Governor's visit was announced, he had resolved not to attend because of his health. He was unable to leave his bed, on account of illness. As to the official salaries, he was not whether they would be paid for ever, but whether they would be paid this year. His reasons for asking this he would give in the paragraph in their despatch in which they said they had now 'formally' requested Your Excellency. This assumed dictation and he resented it. The next paragraph in their letter said that he did not speak seriously when he proposed to let the enhanced amounts be paid this year as they had been voted and to consider the advisability of an equally large reduction when the estimates for next year are laid on the table. He did not speak seriously in an official letter, but he did speak seriously in a private letter. He said that he had suggested a course of conduct which he knew was impossible. He knew of no other course, and he was sure that it must stand. On the contrary he knew one reduced 30 per cent. As to the refusing to vote this year, what they had voted in October, although the incompensation was glaring, he could not attach any importance to it. He quite understood the change of opinion. He admitted the man who had the courage to change his opinion rather than the one who held on. He also most strongly resented the use of the word 'insult' in one of the paragraphs of their letter. The unofficial members insist upon Your Excellency submitting. That was quite like dictation. The writer of that paragraph evidently did not want his advice to be taken, as no Governor however would submit to such dictation. He was not influenced in the slightest degree by such dictatorial requests. The advice might be very good, but he would not give them the colonists any information until the expression was withdrawn. The letter said that he had great pain and was more especially in view of the friendship which existed between them. He was surprised that leading members of the community should address such a disrespectful letter to Governor. Her Majesty's representative in Hong Kong, particularly when they were on friendly terms. He believed that some of them did not quite perceive the effect of what they had written. Indeed he hoped all of them were in that position and that such as were so disposed felt ashamed to circulate before his departure. Up to a few weeks ago, when the military contribution question arose, he was a general favorite. All the ill-fated had arisen on the account of this. He was confident of the correctness of his attitude, but he was sure his action would be justified by and by, at any rate by those whose opinion he valued at all. When he has in Newfoundland he did not hesitate to use language to Her Majesty's Government. He was confident of the correctness of his attitude, but he was sure his action would be justified by and by, at any rate by those whose opinion he valued at all. When he has in Newfoundland he did not hesitate to use language to Her Majesty's Government. He was confident of the correctness of his attitude, but he was sure his action would be justified by and by, at any rate by those whose opinion he valued at all. 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Insurance.

THE TOKYO MARINE INSURANCE COMPANY, LIMITED, OF TOKYO.

SUBSCRIBED CAPITAL, \$1,200,000.

THE Undersigned, having been appointed Agents, are prepared to accept First-class HULL RISKS at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, April 1, 1891. 681

THE EQUITABLE LIFE ASSURANCE SOCIETY

UNITED STATES.

RUSSELL & Co.

Hongkong, November 14, 1890. 1954

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.

Hongkong, July 15, 1891. 1236

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID.

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES AND PORTS

OF BRAZIL, AND LA PLATA.

ALSO

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 6th day of May, 1891, at Noon, the Company's S.S. *DAJEMAL*, Captain BERNARD, with MAILS, PASSENGERS, FREIGHT, and CARGO, will leave this Port for the above places.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Special and Parcel will be received on the 6th May, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office, addressed to the above place.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, April 23, 1891. 643

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

Particulars

Empress of Japan

Empress of India

THE Steamship *FANTASIE*, Captain J. PANTON, is sailing at Noon, on TUESDAY, the 5th May, with Her Majesty's Mails, will proceed to VANCOUVER, and SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong, First Class.

To Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Oreg., \$225.00

To San Francisco, \$275.00

To Minneapolis, St. Paul, Duluth, \$225.00

To Chicago, Kansas City, St. Louis, Milwaukee, \$225.00

To Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London, (Oct.), Toronto, \$365.00

To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Me), Halifax, St. John, \$310.00

To Liverpool and London, \$325.00

To Paris and Bremen, \$345.00

To Havre and Hamburg, \$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

12 months at 25 per cent. off Return Fare

or 50 per cent. off Return Fare

(Time is reckoned from the date of issue to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed 10 per cent. off the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at \$50.00 or for 4 months \$37.50.

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

CONSULAR INVOICES of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. B. Bacon, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our office with address marked in full by 6 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & Co.,

Agents.

Hongkong, April 23, 1891. 712

Mails.

STRAIT FOR

SINGAPORE, PENANG, COLOMBO,

ADEN, ISMAHIA, PORT SAID,

MALTA, GIBRALTAR, MARSEILLES,

BRINDISI, TRIESTE, VENICE,

PLYMOUTH AND LONDON

ALSO,

BOMBAY, MADRAS, CALCUTTA

AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEISIAN GULF, PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *CLYDE*, Captain J. L. FARREY, R.N., with Her Majesty's Mails, will be despatched this day for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 30th April, at Noon.

Cargo will be received on board until 4 p.m. Parcel and Special (both) at the above time 4 p.m. on the day before sailing.

Stk and Valuable for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay, without transhipping, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of securing their baggage can do so on application at the Company's Office.

This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,

Superintendent.

O. S. N. Co.'s Office,

Hongkong, April 23, 1891. 838

Accidental & Oriental Steam-Ship Company.

FAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *QUEENIE* will be despatched for San Francisco, on THURSDAY, the 7th May, 1891, at 1 p.m., connection being made at Yokohama with Steamers to Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and same will be received in the Company's Office until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, \$393.75

To London, \$332.00

To London and return, \$500.00

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

J. S. VAN BUREN,

Acting Agent.

Hongkong, April 15, 1891. 783

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 10th day of May, 1891, at 11 a.m., the Company's S.S. *PREUSSSEN*, Captain REIMERSMA, with MAILS, PASSENGERS, FREIGHT, and CARGO, will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Special and Parcel until 3 p.m. on the 9th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOHERS & Co.,

Agents.

Hongkong, April 11, 1891. 740

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, via OVERLAND RAILWAYS, and THENCE TO YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 19th May, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

First-class Fare granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, \$393.75

To London, \$332.00

To London and return, \$500.00

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

J. S. VAN BUREN,

Acting Agent.

Hongkong, April 25, 1891. 853

THE COMMERCIAL LAW AFFECTIONS.

ING CHINESE; with special reference to PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS IN HONGKONG.

These may be had at the China Mail Office, and at Messrs. LANE, Crawford & Co., and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOORE, Amoy.

Price, 75 cents.

Now Ready.

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